

TRANSPORTATION

Introduction

5.1 The District Council is not responsible for the roads or other transport facilities within the District. The M40 and trunk roads are the responsibility of the Department of Transport. All the remaining public roads fall under the authority of Oxfordshire County Council, although the planning, design and implementation of certain traffic-management measures may, at the County Council's discretion, be delegated to the District Council. Bus services are operated by independent companies and rail transport is provided by British Rail.

5.2 The District Council has the responsibility for planning the provision of transport facilities for major new developments and for ensuring that proper regard is had to transportation policies in the administration of the development control function, including the provision of car parking spaces to its approved standards. The Council consults the appropriate authorities on transportation matters as part of the development control process.

5.3 Rising affluence and car ownership strongly suggest that the kind of road congestion commonly experienced in cities and large towns will in future become a feature of smaller towns as well unless suitable measures are taken to prevent this happening. Recent trends in transportation show that it is increasingly expensive and environmentally damaging to try to meet the needs of motorists fully and that in urban areas the construction of new roads alone is unlikely to provide a long term solution.

5.4 In response to these trends, and as a result of Alterations that were approved by the Secretary of State for the Environment in January 1992, the Oxfordshire Structure Plan now places greater emphasis on the role of public transport in transportation planning than was previously the case.

5.5 The main objectives of the policies in the Structure Plan are now:

- to encourage the provision and use of convenient, reliable and high standard public transport services and reduce the need to travel by private transport (T11)
- to locate development where it can conveniently be served by public transport (G4, T17)
- to give priority to public transport in new highway schemes (T6) and town centres (T9)
- to make provision for pedestrians, cyclists and the disabled in new highway schemes (T6), in traffic calming schemes (T8), by the provision of new pedestrian and cycling routes (T8) and to give priority to pedestrians in town centres (T9)
- to seek appropriate contributions to the cost of providing facilities, including public transport facilities, where required by development (G2, T15)

5.6 The aim in preparing the policies in this plan has been to conform generally to these Structure Plan objectives and to follow the guidance emerging in the revised Planning Policy

Guidance 13 "Transport" which has the following key aims:

- to reduce the growth in the length and number of motorised journeys
- to encourage alternative means of travel which have less environmental impact and hence
 - reduce reliance on the private car.

5.7 The Council recognises the growing importance of this issue, particularly in the case of Banbury, and supports in principle the general aims of the County Council. The policies in the plan have been prepared accordingly although, in the case of Banbury, it is considered that a comprehensive study needs to be undertaken before an integrated transportation strategy can be prepared (see the section on Banbury below).

Transportation Funding

TR1 BEFORE PROPOSALS FOR DEVELOPMENT ARE PERMITTED THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT NEW HIGHWAYS, HIGHWAY- IMPROVEMENT WORKS, TRAFFIC-MANAGEMENT MEASURES, ADDITIONAL PUBLIC TRANSPORT FACILITIES OR OTHER TRANSPORT MEASURES THAT WOULD BE REQUIRED AS A CONSEQUENCE OF ALLOWING THE DEVELOPMENT TO PROCEED WILL BE PROVIDED.

5.8 The restrictions placed on public expenditure by Central Government mean that the infrastructure requirements arising from the development of land rely increasingly on private- sector funding. Government support for appropriate development funding is contained in PPG13 and Circular 16/91 and the Oxfordshire Structure Plan contains two policies (G2 and T15) which seek the provision of such funding in accordance with that advice. The Council will liaise closely with the County Council as Highway Authority to identify those highway improvements that are required as a consequence of development and to secure an appropriate level of development funding in accordance with the advice in Circular 16/91. Reference is made later in this chapter to specific transportation schemes and associated works to which this policy will apply.

5.9 The Government's Planning Policy Guidance on transport (PPG13) which was revised in March 1994 encourages local planning authorities to promote strategies to reduce the need for travel. Where highway improvements required to serve new development would themselves be likely to increase travel demand, then planning permission may be refused.

5.10 For the purposes of policy TR1 the terms 'new highways', 'highway-improvement works', and 'traffic-management measures' and 'additional public transport facilities' include the provision of new roads, the improvement of existing roads, the provision of cycle ways, footpaths, traffic controls, crossings, signing, road closures, traffic-calming measures, pedestrian-priority schemes, park and ride facilities and bus priority measures, both on-site and off-site as circumstances require.